

THE "SAINAM" PIRACY.

COMPLETE NARRATIVE.

ARRIVAL OF CAPTAIN JOSLIN IN HONGKONG.

MRS. BELL'S AND KOCK'S SUCCESSFUL OPERATION.

THE PIRATES' INHUMANITY.

Since the *Namun* tragedy on the high seas on the 10th December, 1890, pirates have continued to become the scourge of peaceful traders and travellers on the southern coast of China. The recurrence of organised piratical raids has invested with a feeling of uncertainty and risk the operations of trade river-boats whose construction and equipment involve no inconsiderable sums of money to the enterprise of their builders and owners. That risk is peculiarly hazardous when it is considered that it is specifically declined by underwriters in connection with cargo and passenger vessels trading on the Canton and West River deltas.

That the risk alluded to is not an imaginary but a very real one is established by the full and yet necessarily incomplete record of piracies which have occurred in the waters of those deltas. Within as many as six months no less than a like number of reported raids on vessels trading between the riverine ports has been carried out each as bold in its conception and as completely successful in its execution. No locality is impossible. No distance too close to the so-called guards of the sea. No flag is respected. No discrimination is made between native and foreign victims. A British motor passenger boat was looted within hailing distance of Samshui. Three native junks were simultaneously held up riding at anchor in Sam-kong when the Rev. Dr. C. R. Hager (an American subject) was half-stripped and robbed of all his belongings. A native junk was ransacked of its valuable cargo with in the territorial waters of the Portuguese off Taipa near Macao. The Standard Oil Company's launch *Comet* (American) was boarded and robbed of all its arms and ammunition in broad daylight within sight of the Chinese fort at Whampoa. The *Chun-kong* was twice victimised on the West River, and the latest of all these numerous and unavenged outrages was first reported in the Colony by the *Hongkong Telegraph* yesterday. Thanks to the special arrangement with our newly-started and enterprising Canton contemporary—the *Daily News*—this Journal was able to disseminate the news facts being officially reported in Canton. This latest occurrence is attended by circumstances which render this outrage far more serious than any of its predecessors.

The *Sainam*—the vessel involved—belongs to the triple combination represented by the Hongkong, Canton & Macao Steamboat Co., Ltd., the China Navigation Co., Ltd., and the Indo-China S. N. Co., Ltd. She flies the British flag; she is commanded and officered by Britishers; and she carries special guns and four Indian watchmen who are ex-soldiers of His Majesty's army, and who, on sighting the ship's articles, were registered at the British Consulate-General at Canton the other day.

Our telegraphic news yesterday was necessarily incomplete in all its details. Full particulars of this sad and unfortunate affair were awaited with considerable anxiety in Hongkong.

After we had gone to press yesterday a second telegram reached us from Canton which reads:—

"Canton, 14th July, 2.30 p.m.

"Captain Joslin comes Hongkong this afternoon."

On this information a representative of the *Telegraph* was detailed to await the arrival of the S.S. *Kinshan* last night. He arrived at the wharf at 10 p.m. It was evident that that fore-thought could devise to render immediate medical aid (if necessary) to Captain Joslin, who was reported to be seriously wounded. Had been carefully thought out. A covered-in, wheeled ambulance was in readiness with four drivers from the Government Civil Hospital. Dr. G. M. Harston was the medical officer in attendance, there being also on the wharf Captain W. E. Clarke, Acting Secretary of the Hongkong, Canton & Macao Steamboat Co., Ltd., Mr. John Arnold, another officer of the Company; Captain R. Innes, marine superintendent, Captain B. Branch, West River superintendent (Messrs. Butterfield & Swire) and a few civilians who, probably, prompted by a natural anxiety to ascertain Capt. Joslin's condition, had proceeded to the wharf to learn the earliest intelligence personally.

CAPTAIN JOSLIN ABOARD.

The S.S. *Kinshan* entered the harbour on the stroke of ten o'clock and drew alongside her wharf at 10.10 p.m., making fast within a couple of minutes later. As soon as the gangway was hoisted up Capt. Clarke was the first to step across to the ship, followed by Dr. Harston and the other Europeans, including the *Telegraph's* representative. The groups marched in single file up to the weather deck of the

Kinshan, and here Captain Joslin had been accommodated in an easy chair on the journey down from Canton. Captain J. J. Losius, of the *Kinshan*, standing by his wounded colleague, received the chief of the Steamboat Co. and the surgeon attending. Captain Joslin, who is a comparatively young man, is possessed of splendid physique and a constitution far above that of an ordinarily strong man. He was reclining in the chair, dressed in loose night garments and his chest exposed. A light white bandage girded his frame immediately below the lungs, and under the right breast bone is located the wound through which the revolver bullet penetrated. But for his reclining posture, it was impossible to detect from his cheerful and robust appearance that Captain Joslin was suffering from the brutal attack, and the serious injury so cruelly inflicted on him. He conversed with Captain Clarke and replied to Dr. Harston's inquiries in a perfectly coherent manner. After the surgeon had ascertained his patient's condition the ambulance was ordered on board, and, at 10.30 p.m., Captain Joslin was removed to the Government Civil Hospital, where he is under treatment.

Dr. C. R. Hager was a passenger on the S.S. *Kinshan* last night, and stated that he was on deck with Captain Joslin, during the trip, and was astonished at his power of endurance which was such as he had never met with in all his long medical experience. With a bullet in his breast Captain Joslin was not only able to take charge of his own ship, but many hours later he climbed unaided to the deck of the *Kinshan*.

CAPTAIN JOSLIN OPERATED ON.

Inquiries at the Government Civil Hospital, this forenoon, elicited the information that Captain Joslin passed a very good night. At the time of our inquiry (11.15 a.m.), Dr. J. Bell, the superintendent, and Dr. W. V. Koch, the assistant superintendent, were busily engaged in performing an operation to extract the bullet from the patient. By dawn the operation was completed, and thanks to the combined surgical skill of the two eminent hospital doctors, it was attended with entire success. The bullet was extracted, and we are glad to be able to state that Captain Joslin is doing as well as can be expected, under the circumstances.

DETAILS OF THE OUTRAGE.

It would have been obviously inconsiderate and injudicious, in the condition of Captain Joslin on arrival, to submit to him questions relating to the savage assault on his vessel, in the midst of a Press interview. In the circumstances it was absolutely unnecessary since a complete narrative of the occurrence was related by him to the Captain and Officers of the *Kinshan* on the journey to Hongkong. From their own representative was very kindly placed in possession of the following facts:—

On Friday (13th inst.) with cargo and passengers on board she left Kaukung, on the West River, at 6.45 p.m. to proceed to Samshui. All went well for half-an-hour or so from the commencement of the journey. At about a quarter past seven in the evening, Captain Joslin, the Rev. Dr. R. J. J. Macdonald, M.D., of the Wesleyan Missionary Society, and Mr. J. Seggie, chief engineer, were standing outside the saloon door after dinner, gathered in pleasant conversation.

INDIAN GUARD ATTACKED.

While so engaged, they observed what appeared to be the first symptoms of a slight disturbance among the Chinese passengers—some of whom were in reality pirates in disguise. An Indian guard was seen to lead one of the ringleaders by the queue, with the ostensible purpose of taking him before the captain. In doing so the watchman was noticed to try and reach his revolver on the side of his belt. Perceiving the purport of the Indian's attitude, the man was at once overpowered and knocked down. Whereupon the three Europeans led by Capt. Joslin rushed to the watchman's assistance, without, however, taking the previous precaution of providing themselves with any weapons. This was explained in their belief that the attack was only a case of common assault.

EUROPEANS MURDEROUSLY CHARGED.

When the Europeans got near, a concerted murderous charge was made by a gang of twenty or more fiends who viciously attempted to reach the Doctor and the ship's officers with swords, one ruffian meanwhile firing a shot from a rifle at Capt. Joslin, which lodged a bullet under his right breast bone, penetrating to the back.

It at once dawned upon the three men that they were face to face with desperadoes such as the locality has a notoriety for, and a desperate

hand-to-hand encounter would have to be fought to the death. With wonderful presence of mind the three ran to the wheel-house for the ship's arms; they were closely pursued by the murderous gang. Before the officers had time to get the rifles out of the stand, they were forced to seek an exit by the opposite door of the wheel-house. No sooner had they emerged from this exit than a second gang, quite as numerous as the first, and armed with rifles and swords, charged from the opposite direction. Meanwhile the pirates were reinforced by their confederates. Seeing the overwhelming odds against them, the Europeans turned to the saloon, where they hoped to find shelter. Engineer Seggie was the last to get into the saloon, and promptly closed the door behind him.

"I AM WOUNDED!"

All this time Capt. Joslin was unconscious that he had been wounded by the first rifle shot from the pirates. As blood now began to flow from the wound, and he felt his coat wet on his skin, he turned round to Dr. Macdonald, saying "I am wounded!" The doctor's first thought was to render immediate aid to his injured companion, and proceeded to open the Captain's coat to ascertain the extent of his injuries.

DR. MACDONALD SHOT.

While he was so engaged a stinkpot was thrown into the saloon, dispersing the men there. Capt. Joslin and the doctor rushed out on the starboard (or port side of the ship—it has not been clearly established), and as soon as they were outside the saloon, Dr. Macdonald exclaimed to the Chinese, in the vernacular tongue in which he was quite proficient, "Um ho! Um ho!!" ("Don't, don't"). Before he could utter another word, the first for blood so goaded the vile fiends on that one man deliberately drew out his revolver and, pointing at Dr. Macdonald, blew his brains out.

THE PIRATES' FRIENDLINESS.

Resistance against such frightful numerical odds, armed as they were *cap-a-pie*, was completely hopeless, and Capt. Joslin, practically incapacitated from further fight by his serious wound, bethought himself of Dr. Macdonald's cabin to escape slaughter at the hands of the organised band. As he reached the cabin he dropped on the floor through exhaustion and loss of blood profusely streaming from his wound. Even here and in the helpless condition that he was in, the pirates, bent on doing him to death, followed him. The murderers started kicking Capt. Joslin as he lay on the floor, and mercilessly knocked him about, his presence of mind enabling him to escape this critical juncture, and Capt. Joslin feigned death. He wore a gold ring on his finger, which, before the pirates departed, they cruelly wrenched off, tearing his skin and a portion of his flesh as they did so. They then left him for dead on the floor, giving a contemptuous parting kick on his prostrate body as they turned away.

THE GUARDS HORS DE COMBAT.

Before the struggle proceeded between the pirates and the Europeans, the ruffians made sure of overpowering all the four Indian guards, who, as already stated, were the first objects of attack. By sheer force of numbers the Indians were ultimately placed *hors de combat*, not before, however, showing a plucky fight in the stubborn resistance they made against such big odds. Had those men been armed with cutlasses, instead of a six-chamber revolver, which is a defensive weapon of restricted utility at short range, the issue of the fight might have given results far more satisfactory than the complete victory and mastery of the situation gained by the depredators in the present instance.

CHINESE FIREMAN'S GALLANTRY.

If the connecting links in the chain of this narrative present and reading, one feature of the tragedy is not unworthy of special note and comment in particular reference to the damaging assertions so often appearing in public print against the value of Asiatic crews on board British ships. It is our pleasing duty to record that Chief Engineer Seggie owes his life no less to his own pluck and valour than to the assistance of his Chinese fireman who helped him to a place of refuge behind the boilers. To reach him at this point of vantage, the pirates could only approach singly, and towards that they were, none dared to show fight.

LOOTING WITH VENGEANCE.

Having disposed of the European Officers and the Indian guards, the marauders obtained complete control of the vessel. Little did they care for the Chinese crew who were utterly powerless. The pirates had the *Sainam* anchored in a creek and forthwith began the work of looting with vengeance. Cabin doors were smashed open, the purser's office ransacked, and Engineer Seggie's apartments raked for all that was worth taking away. They didn't get much, however. Seggie had only some fifteen dollars' worth of small money lying about which the robbers appropriated. From the Captain's cabin some papers of no value were removed. Capt. Joslin had fortunately put away his money in a plain little wooden box of inconspicuous appearance. This

the pirates did not imagine was worth their while to carry away, and so left the box where it stood. The Captain subsequently recovered it, and had his little treasure "chest" with him on board the *Kinshan* yesterday, turning it to Capt. Losius's safe keeping as he was removed to hospital last night.

THE CHINESE PASSENGERS.

fared badly at the hands of the looters. All their trunks and packages were forced open indiscriminately, and those of the passengers who remonstrated were viciously assaulted, many being so seriously injured as to require being sent to hospital for treatment. The exact extent of the native passengers' losses will never be ascertained.

A PITIFUL SIGHT.

The *Sainam* presented a pitiable sight of wreckage and debris—in the shape of smashed doors, splints of woods, a profusion of broken glass windows, and bullet-riddled panels—after the whole hour she was held in the ruthless mercy of the plunderers.

THE PIRATES' ESCAPE.

The plan of operations must have undoubtedly been laid by a professional hand, trained by practical experience and aided by a number of confederates no less skilful in the pursuit of the nefarious traffic which has terrorised travellers and traders in this particular district. For no sooner was the extensive looting completed than the gang—variously estimated at between 70 and 150 men—systematically transferred all their booty into five large junks that were awaiting the spoil in the vicinity. The crews of these junks are said to have been all naked, but who took the previous precaution of having their bodies painted in different coloured dyes, so as all the more effectually to complete their disguise. The booty carried away, however, may yet prove their very undoing, by means whereof it is trusted a clue might be established leading to the capture of a few; at any rate, of the murderous gang who, so far, escaped scathless with not so many as a single member injured in the affray.

THE PIRATES' DEPARTURE.

In less than an hour the piratical fleet was out of sight. When all danger was thought to be over the pilot assumed charge of the *Sainam* and promptly cleared her. The native fireman at the same time went up to Seggie in his retreat as the messenger of the joyful tidings that "Alla, make go," meaning that the pirates had departed. He also told his chief that "Captain belong dead," so completely successful was Joslin's ruse. Seggie got out of his hiding place almost immediately, and made straight for the cabin in Dr. Macdonald's cabin. Capt. Joslin recognised his fellow officer as soon as he stepped in, and, faltering tones, inquired: "Is that you, Seggie?" On being assured that he was no other, the joy was mutual, that both survived the dreadful ordeal of the evening. The chief engineer's injuries, though severe, were due to burns from the primitive Chinese infernal machine, and the scalds from contact with the hot boilers.

JOSLIN IN COMMAND.

Capt. Joslin, with assistance, was taken up on the top deck, and there he remained in a chair at his post till Samshui was reached.

GUARD OF BLUEJACKETS ABOARD.

At Samshui an official report of the occurrence was made. The *Moorhen* (British river gunboat) which was in port sent a guard of bluejackets on board the *Sainam*. Capt. Joslin was then attended to by the doctor of the *Moorhen*. First aid having been rendered him, the *Sainam* proceeded with all speed to Canton reaching that port at 1.30 p.m. yesterday (14th inst.).

AT CANTON.

The Chinese officials and the British and foreign Consular authorities had had communicated to them by wire from Samshui the main outlines of the tragedy, and so on the arrival of the *Sainam* at Canton the principal officials promptly boarded the vessel, on a preliminary visit of investigation. Taotai Wen Tsung-yao appeared on behalf of the Viceroy.

The injured Chinese passengers were all removed to the Canton Hospital and Captain Joslin's wound was dressed by Dr. Davenport.

THE LATE DR. MACDONALD.

Just before the *Kinshan* left Canton for Hongkong yesterday, the remains of the late Rev. Dr. Macdonald were being put into a coffin. In a special despatch received from our Canton correspondent to-day, and which will appear in our usual issue to-morrow, he writes: "The remains of the late Dr. Macdonald will be sealed in an air-tight coffin and taken to Wuchow."

To complete the narrative it should be mentioned that before the pirates left the *Sainam* they piled some clothes in a heap and set fire to it, with the idea, no doubt, of burning the ship and so extinguishing every trace of their infamous deed. The fire failed to increase, however, and they failed in their last diabolical conception. For had the ship caught fire there could have been no knowing in what number the dreadful casualty list might have reached.

On an appointment being arranged this morning a representative of this paper called

at the Government Civil Hospital shortly before three o'clock this afternoon to interview the captain of the *Sainam*. On arrival at the institution he was told to go to the first floor and, in Ward No. 5, he would find the Captain. On his way to Ward 5 he met a Sister and, on informing her of his mission, he was told to wait, while she hustled off to the other end of the verandah and engaged in conversation with a gentleman, who sat erect in a long chair, and who, our representative was later informed, was the captain of the *Sainam*.

She returned in somewhat of a hurry and said that she was afraid the captain could not then be interviewed. "The captain is not at present in a fit condition to talk," she continued. "He has just had an operation performed and the bullet extracted, besides he is in pain." "Then under the circumstances the interview is off." "You might call to-morrow when I think he will be in a condition to speak."

After a short conversation, in which the journalist was informed that Captain Joslin had great difficulty in lying down, but could sit erect, our reporter took his departure, promising to return on the morrow.

"CANTON DAILY NEWS" REPORT.

Our promising new contemporary at Canton, the *Canton Daily News*, issued the following Express yesterday forenoon (14th July):—

Yesterday, at 7 p.m., while 50 miles below Samshui, the S.S. *Sainam* was plundered by river pirates.

The desperadoes came on board as passengers and at Kaitong surrounded the saloon while the passengers were at dinner. Missionary Dr. Macdonald, who was a passenger, was shot dead on the spot, the Captain severely wounded. The Chief Engineer took refuge in the engine-room where he hid behind the boilers, from where he was later rescued, badly injured by the intense heat.

Those of the native passengers who offered resistance were killed by blows on the head, and four Indian watchmen (ship's guard) were also badly injured.

The whole ship was plundered, doors broken open, trunks and furniture smashed. The ship presents a horrible spectacle. After completing their dastardly work the pirates dropped anchor, and left the ship by Chinese junks that were awaiting them. The crews of these junks were entirely naked and painted in fantastic colours.

H.M. gunboat *Moorhen*, stationed at Samshui, left at once for the scene of the robbery. Commissioner of Customs at Samshui, von Lindholm, at once wired details of the atrocity to H.E. the Viceroy and the Commissioner of Customs at Canton, and sent to-day by first train a deputy to communicate with the authorities.

As soon upon receiving the news of the outrage Mr. von Lindholm sent word to the Chinese Admiral in Samshui, who considered his full duty done by sending a Mandarin of lower degree to investigate the matter.

The *Sainam* is expected to arrive here at noon to-day, carrying the remains of Dr. Macdonald.

Dr. Macdonald leaves a widow who resides at Wuchow, where the deceased was for years one of the most respected and popular residents. The funeral of the late Rev. Macdonald, M.D., will take place this afternoon about 2.

A launch will leave the French Steps at about that time.

PREIGHT.

In their fortnightly report of 14th inst. Messrs. Lamke & Rogge write:—Freight conditions remain extremely dull, and for want of paying employment boats of all sizes continue to be laid up.

The fortnight under review has been even more than ordinarily quiet; the list of the periods' charters attached to this circular will therefore be found to be smaller than for some time past.

In connection with Saigon loading, excepting some slight inquiry for Java, more marked demand at all. Rates to Hongkong, 1 p.m. the Philippines, etc. are all entirely nominal.

To Java, 1 p.m. N. C. prompt, a boat was done at 21 cents; subsequently a steamer, with a view of somewhat securing a freight, took a like charter at 12 cents. For forward, August, September loading, several further cargoes are believed to have been fixed at or about 20 cents, but details of charters are withheld.

As concerns Bangkok, there is no room for outsiders at present, although, as for rates Bangkok to Hongkong, these are unchanged, due to some arrangement between the Nordd. Lloyd and the new rivals, the N. Y. K.

From Java, chartering for this port has come to a temporary stop. We learn that through prolonged bad weather the sugar cane is sufficiently ripe yet, and that several Mills have stopped work. Java to Japan, tonnage has been inquired after for about 6,000 tons, August loading, at 9/6.

Philippines to Hongkong: There is tonnage offering and no offers of freight forthcoming. Newchwang: Business is reported at further reduced rates. As low as 18 and 17 cents has now been accepted for Hongkong and Canton.

"Tonkay": A charter is reported to Canton at only \$1.75. For Hongkong there is no particular demand, anything like recent rate could not at present be obtained anyhow.

From Japan for Hongkong: Offers for a boat 4,000 tons to load Kuchinotsu to Hongkong at about \$1.30 have not so far found a taker. Molt to Hongkong, the market is unchanged, rate \$1.30 for any size; \$1.35 has in one instance been paid.

Concerning Sallars:—We note from a New York shipping report following charters, Hongkong to Baltimore or New York, general cargo, private terms, viz:—
Ship *J. F. Chapman*, 2,114 tons, (February 14th, Philadelphia to Cavite).
Ship *S. P. Hitchcock*, 2,086 tons, (April 6th, Baltimore to Cavite).
Coasting charters none have been reported. Sallars: Disengaged—American bark *Atlas*, 1,300 tons reg.
Departures of Sallars:—None.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON TUESDAY, the 17th July, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, 480 Boxes of MANILA CIGARS, 31 PAIR BOOTS AND SHOES, AND 3 TYPEWRITERS (One by Alder's). TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 13th July, 1906. [72]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON THURSDAY, the 19th July, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, A NUMBER OF BOOKS "Index to the Streets, Houses and Leased Lots of the Colony of Hongkong and its Dependencies." (In English and Chinese, compiled by the late Mr. BRUCE SHEPHERD). TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 13th July, 1906. [72]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions to sell by PUBLIC AUCTION, ON THURSDAY, the 19th July, 1906, at 3 o'clock in the afternoon, at their Sales Rooms, No. 8, Des Vaux Road Central, (corner of Ice House Street), THE FOLLOWING VERY VALUABLE RECLAMATION PROPERTY, situate at Victoria, in the Colony of Hongkong, viz:—

All that PIECE or PARCEL OF GROUND situate at Victoria aforesaid and registered in the Land Office as SECTION A OF THE SOUTHERN PORTION OF THE PRAYA RECLAMATION TO MARINE LOT NO. 57. The Property is held under the usual Reclamation Agreement at an Annual Crown Rent of not exceeding \$200.00. The Property contains an area of 11,000 square feet or thereabouts.

For further particulars and conditions of sale, apply to Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Mortgagees, or to Messrs. HUGHES & HOUGH, The Auctioneers.

Hongkong, 28th June, 1906. [688]

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction, ON TUESDAY, the 17th July, at 12 o'clock Noon, The Hulk "MEEANEE," late "SCREW," 3rd Rate, 382 tons. (Late used by War Department as a Hospital Ship).

CONDITIONS OF SALE. The Hulk will be sold at the new lies in Hongkong Harbour with all Fittings, etc., and about 150 tons of IRON BALLAST on Board, with the exception of the following which will not be sold, viz:—

CHAIN CABLES. Cables will be removed by the NAVAL YARD when a date for the removal of the vessel has been arranged by purchaser with the NAVAL YARD.

The vessel will be open to inspection for Seven Days before date of Sale, between 10 A.M. and Noon, and 2 P.M. and 4 P.M. (SATURDAY and SUNDAY excepted). Inspecting Orders can be obtained from the Auctioneers.

The Sale will take place on Board. A Steam Launch to convey intending purchasers will leave Blake Pier at 11 A.M., 1.30 A.M. and 11.45 A.M. on day of sale.

TERMS:—Cash before delivery; 25 per cent. of the purchase money to be paid on the fall of the Hammer, balance and the clearance to be effected within Seven Days after date of sale.

HUGHES & HOUGH, Auctioneers to the Government. Hongkong, 11th July, 1906. [712]

Announcements.

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of Dollars Two per Share for the six months ending 31st June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th instant to the 25th instant (both days inclusive).

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Co., Ltd., General Agents for the West Point Building Co., Ltd.

Hongkong, 13th July, 1906. [730]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$3.50 per Share for the six months ending 30th June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th instant to the 25th instant (both days inclusive).

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary. Hongkong, 10th July, 1906. [714]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 3,551 tons.....Captain H. D. Jones.
 "POWAN," 2,338 ".....W. A. Valentine.
 "FATSHAN," 2,260 ".....R. D. Thomas.
 "HANKOW," 3,073 ".....C. V. Lloyd.
 "KINSHAN," 1,995 ".....J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons.....Captain G. F. Morrison, R.M.R.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Sunday Special Excursions leaving Hongkong at 10 A.M., and a second departure about 8 P.M.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Sunday Time-table.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 4 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons.....Captain J. Wilcox.
 "NANNING," 569 ".....C. Butchart.

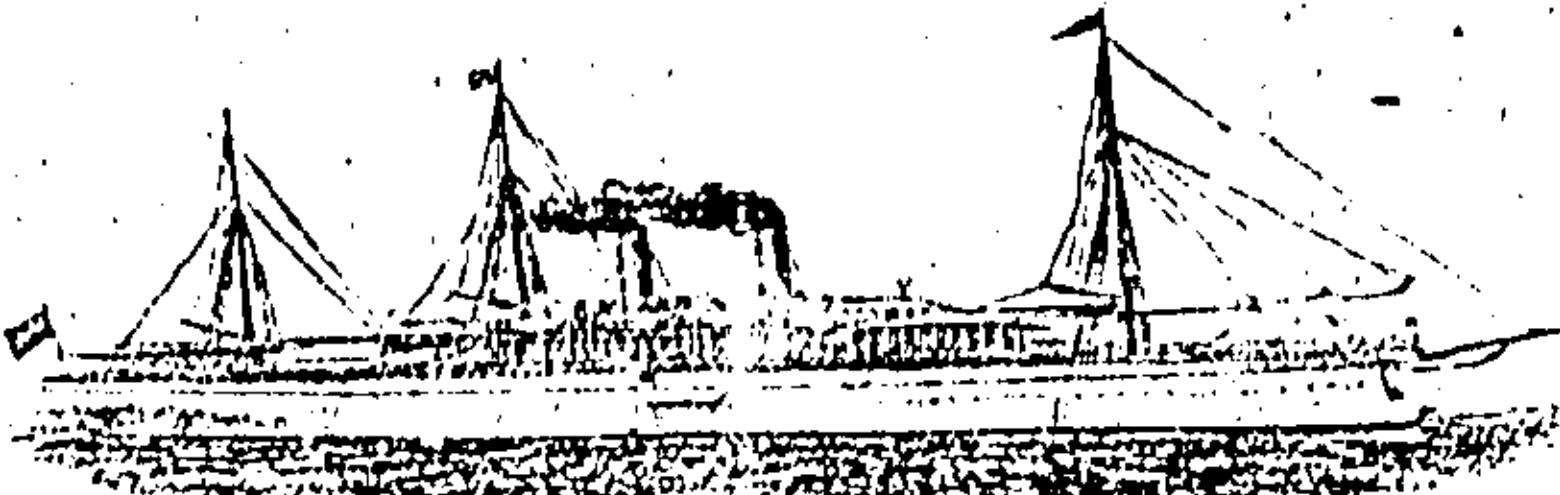
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 9th July, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"MONTEAGLE"	5,500	WEDNESDAY, July 18	August 11
"EMPERESS OF CHINA"	6,000	WEDNESDAY, August 1	August 22
"TARTAR"	4,425	WEDNESDAY, August 8	September 1
"EMPERESS OF INDIA"	6,000	WEDNESDAY, August 22	September 12

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
 Hongkong to London, Intermediate on Steamers; and 1st Class Rail.....£40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 Corner Pedder Street and Praya, opposite Blake Pier. [13
 Hongkong, 11th July, 1906

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
 Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on Week Days, and on Sundays, at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.
 1st Class—Return, \$2; with Cabin, \$3.
 3rd Class—Single, 40 cents; Return, 60 cents.
 Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.

Hongkong, 22nd June, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

Tons Captain
 "KWONG CHOW," 1,309.....T. R. MEAD.
 "KWONG TUNG," 1,238.....H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).
 Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey...\$4
 Meals.....\$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:
 1st Class single \$1 with cabin berth.....\$2.00
 return \$2.....3.00
 2nd Class single \$0.80, return.....1.50

Breakfast, Tiffin and Dinner \$1.00 each.
 The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and
 YUEN ON S.S. CO., LD.,
 No. 8, Queen's Road West.

Hongkong, 13th July, 1906.

SHIU ON S.S. CO., LD., and
 YUEN ON S.S. CO., LD.,
 No. 8, Queen's Road West.

Hongkong, 13th July, 1906.

Hongkong, 13th July, 1906.

Hongkong, 13th July, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREME.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOVA, ANTWERP, BREMEN/HAMBURG.
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SEYDLITZ	WEDNESDAY, 18th July.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

ON WEDNESDAY, the 18th day of July, 1906, at Noon, the Steamship SEYDLITZ, Captain Dewers, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOVA.

Shipping Orders will be granted till Noon, on MONDAY, the 16th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 17th July, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 17th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than 5 lbs. and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ	64. 0. 0.	44. 0. 0.	26. 0. 0.
VIA NAPLES, GENOA or GIBRALTAR	115. 0. 0.	79. 0. 0.	47. 0. 0.
Return	68. 0. 0.	46. 0. 0.	27. 0. 0.
VIA BREMEN OR SOUTHAMPTON	123. 0. 0.	83. 0. 0.	49. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND	3,301	TUESDAY, 24th July.
WILLEHAD	4,763	TUESDAY, 21st August.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.

ON TUESDAY, the 24th day of July, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Maile, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO MANILA	\$10.00	\$30.00	\$20.00
Return	\$80.00	\$50.00	\$30.00
TO NEW GUINEA	£38. 18. 10	£14. 00. 00	£12. 00. 00
Return	£42. 00. 00	£27. 15. 00	£13. 00. 00
TO BRISBANE	£30. 00. 00	£20. 00. 00	£14. 00. 00
Return	£54. 00. 00	£36. 00. 00	£24. 00. 00
TO SYDNEY	£33. 00. 00	£23. 00. 00	£15. 00. 00
Return	£59. 10. 00	£41. 10. 00	£26. 10. 00
TO MELBOURNE	£34. 10. 00	£24. 10. 00	£16. 00. 00
Return	£62. 5. 00	£44. 5. 00	£27. 5. 00
TO YOKOHAMA	\$80.00	\$60.00	\$40.00
Return	\$170.00	\$120.00	\$80.00
TO KOBE	\$95.00	\$70.00	\$50.00
Return	\$170.00	\$120.00	\$80.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STRAMERS ABOUT

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } PRINZ REGENT LUITPOLD, WEDNESDAY, 18th July.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } PRINZ EITEL FRIEDRICH, WEDNESDAY, 1st August.
 YOKOHAMA & KOBE } WILLEHAD, WEDNESDAY, 1st August.
 * Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 12th July, 1906.

Amusements.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 69.5 ft., bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 375, 500, or 681.

Telegrams, "Dock, Yokohama," Code A. B. C. 4th and 5th Edt.

Libbers, Sootts, A. J. and Watkins.

Yokohama, May 23rd, 1905.

[39]

"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED, LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
 NO PUMPS. NO HOSE. AUTOMATIC.
 Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.
 Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

"MINIMAX" Always ready for immediate use. Requires only one hand to hold. Weight only 1 lb. when full. Maximum of simplicity and effect.
 Hongkong, 10th May, 1905.

[35]

EYES

RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Beutick Street, 566, Nanking Road.
 Hongkong, 27th November, 1905.

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WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO. HONGKONG.

Hongkong, 23rd December, 1905

[14]

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half July	JAVA PORTS	First half August
TJILATJAP	JAVA	Second half July	JAPAN PORTS	First half August
TJIMAH	JAVA	Second half August	JAPAN PORTS	Second half August
TJILIWONG	JAPAN	Second half August	JAVA PORTS	Second half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 10th July, 1906.

[11]

MAILS.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES,
LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN."

Captain A. Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 24th July, at 1 P.M.

This steamer connects at Colombo with the Australian line to Australia bound for Melbourne via Bombay and Aden.

Passage tickets and through bills of lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. ARMAND BELIC ... 7th August.

S.S. ERNEST SIMONS ... 21st August.

S.S. CALEDONIAN ... 4th September.

S.S. POLYNESIAN ... 18th September.

S.S. SALAZAR ... 2nd October.

G. DE CHAMPEAUX,
Agent.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PEKING, GULF, CONTINENTAL, AMERICAN
AND SOUTH AFRICAN PORTS.)

H. K. Steamship

"DEVANHA."

Captain T. H. Hide, R.N., carrying His Majesty's mails, will be despatched from this for BOMBAY, on SATURDAY, the 28th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's S.S. "Molton," 9,633 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuations, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Persia," due in London on the 9th September, 1906.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 14th July, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Shawmut	9,606	E. V. Roberts	27th July
Tremont	9,606	T. W. Garlick	22nd Aug.
Lyra	4,417	G. V. Williams	

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. "Shawmut" and "Tremont" are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric light in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 3rd July, 1906.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About
"LOWTHER CASTLE" ... 25th July.
For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 23rd June, 1906.

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGEMENTS in all sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 16th September, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY	\$22.50
	20.00
WHISKY, FINE MALT	16.75
JOHN WALKER & SONS' OLD HIGHLAND	20.00
C. P. & CO.'S SPECIAL BLEND	12.50
PORT WINE, INVALIDS	10.50
DOURO	20.00
SHERRY, AMOROSO	13.75
LA TORRE	20.00
BENEDICTINE, D.O.M.	16.00
	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

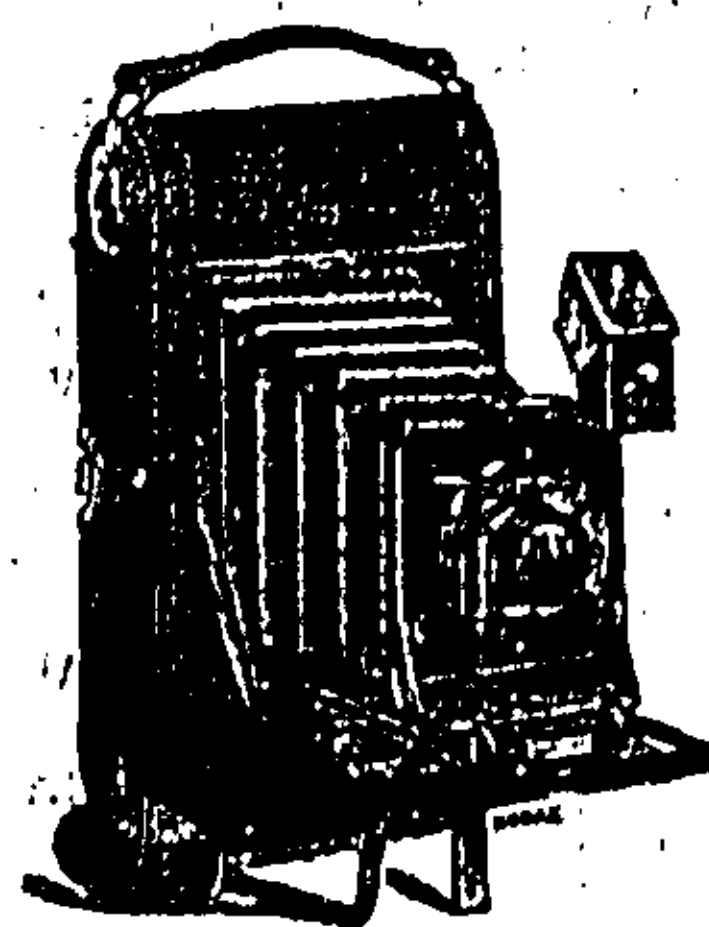
REQUISITES

&c., &c., &c.

Telephone 256.

AMATEUR WORK RECEIVED PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1906.



DEPOT

FOR

KODAKS, FILMS,

AND

ACCESSORIES.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOOKIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$9,500,000 \$10,000,000 \$12,735 \$150,000 }	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/0 9/16 } = \$26.87 for 2nd half-year 1905	5 1/2 %	{ \$830 London 4/2 \$47 cum call sa.
National Bank of China, Limited	99,925	£7	£6	{ \$1,000,000 \$147,895 }	\$74,099	\$2 (London 3/6) for 1903	...	...
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,000,000 \$147,895 }	\$211,540	\$20 for 1904	5 1/2 %	\$344 1/2
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 Tls. 100,000 Tls. 50,000 }	Tls. 302,053	Interim div. of 7/6 @ ex. 2/10 15/16 Tls. 2.62 on account 1905	5 1/2 %	Tls. 90 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$40,000 \$311,131 \$153,844 \$569,279 \$800,000 \$15,527 \$1,000,000 \$220,488 \$2,616 }	\$27,227 1/2	Interim div. of 13/4 for 1905	4 1/2 %	\$810 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$161,278 \$15,527 \$1,000,000 \$220,488 \$2,616 }	\$508,734	\$12 and \$3 special dividend for 1904	8 1/2 %	\$275 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$1,000,000 \$2,616 }	\$344,98	\$6 for 1904	6 1/2 %	\$88 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,200,000 \$1,000,000 \$1,220,928 }	\$422,618	\$25 for 1904	8 %	\$312 1/2 sa. & b.
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$6,000 \$26,638 \$88,941 }	\$6,563	\$1 1/4 for 1905	7 1/2 %	\$20
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 \$50,000 \$160,000 \$154,331 \$120,000 £280,918 £3,999 }	Nil	\$3 1/4 for year ended 30.6.1905	8 %	\$43 1/2 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$600,000 \$154,331 £120,000 £280,918 £3,999 }	\$21,080	\$1 for 2nd half-year making \$2 for 1905	7 1/2 %	\$27 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £3,999 Tls. 10,000 Tls. 10,000 Tls. 10,000 }	£2,422	10/- @ ex. 2/1 9/16 = \$1.69	6 1/2 %	\$70 ex div.
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 10,000 Tls. 10,000 Tls. 10,000 }	Tls. 2,156	Final Tls. 3 making Tls. 5 for 1905	8 %	Tls. 62 sellers
"Do." (Preference)	100,000	Tls. 50	Tls. 50	{ Tls. 10,000 Tls. 10,000 Tls. 10,000 }	Tls. 2,156	Final Tls. 14 making Tls. 3 1/4 for 1905	7 1/2 %	Tls. 51 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £4,144 Tls. 10,000 Tls. 10,000 Tls. 10,000 }	£1,078 1/2	1/- (Coupon No. 6) for 1905	4 %	\$30
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$1,000,000 \$32,957 Tls. 98,000 Tls. 350,479 Tls. 48,000 Tls. 61,200 }	\$218	{ \$1.50 } for year ending 30.4.1906	{ 5 1/2 % 3 1/2 % }	{ \$30 \$21 }
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 10,000 Tls. 10,000 Tls. 10,000 Tls. 10,000 }	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	9 %	Tls. 45 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$850,000 \$450,000 \$86,129 }	\$40,914	Final of \$15 making \$25 for 1905	10 1/2 %	\$150 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none Tls. 100,000 }	Dr. \$132,888	\$3 for 1897	...	\$20 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 3,723	Tls. 2 1/4 for year ending 30.9.04	...	Tls. 100 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £80,000 £26,011 }	£13,355	{ 1/- (No. 6) interim div. for 12 months } ending 28.2.06	7 %	Tls. 10 sales
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ none Tls. 18,110 £1 }	G. \$909,050	Final of 50 cents making G. \$1 for 1905	7 %	G. \$14
Faith Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873 }	Dr. £,745	No. 12 of 1/- = 48 cents	...	\$3 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$70,000 }	\$8,915	\$1 for 1905	9 %	\$32
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$500,000 \$65,160 \$20,000 }	\$20,010	Final of \$3 1/2 making \$6 for 1905	5 1/2 %	\$106 buyers
Penang and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$49,500 }	\$362,232	\$6 for second half-year making \$12 for 1905	8 %	\$150
New Amoy Dock Company, Limited	10,000	\$50	\$50	{ \$88,000 }	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	52,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 487,210 Tls. 57,065 }	Tls. 34,934	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 106
Shanghai and Hongkong Wharf Company, Limited	12,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 57,065 }	Tls. 57,065	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 %	Tls. 22 1/2 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 30,000 }	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
ANGLO-CHINESE LAND INVESTMENT CO., LTD.								
Star House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ none Tls. 100,000 }	none	First year	...	Tls. 100
Central Stores, Limited	6,000	\$15	\$15	{ \$1,516 }	\$9,028	\$2 1/4 for year ended 30.6.1905	7 1/2 %	\$24 sellers
Do. (new issue)	24,000	\$15	\$15	{ none }	\$4,719	\$2 1/4 on \$7 1/2 for 1905	13 1/2 %	\$18 sales
Do. (Founders)	123	\$15	\$15	{ none }	none	None	...	\$154 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$64,075 \$24,071 }	1619	\$5 for second half-year making \$10 for 1905	8 %	\$125
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$250,000 \$250,000 Tls. 10,000 }	\$67,830	Final of \$3 1/2 making \$7 for 1905	6 1/2 %	\$113 1/2 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 29,773 }	Tls. 1,935	Final of 6 % = 10 % for 1905	14 1/2 %	Tls. 17 sellers
Hotel Metropole Company, Limited	7,000	\$100	\$100	{ none \$208,386 \$50,000 }	\$4,699	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$50,000 }	\$5,070	80 cents for 1905	7 1/2 %	\$11 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none }	\$574	\$2 1/4 for 1905	6 1/2 %	\$38
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ Tls. 869,493 Tls. 170,000 }	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 1/2 %	Tls. 112 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none }	\$772	Final of \$1.90 making \$3.65 for 1905	7 %	\$12
COTTON MILLS.								
Iwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 45,939 }	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 75 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$30,000 }	\$23,264	\$1 for the year ending 31.7.05	7 %	\$14 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 100,000 }	Tls. 18,718	3 % a/c 1898	...	Tls. 58 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none }	Tls. 30,760	Tls. 8 for 1905	10 %	Tls. 73 sales
Spy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 18,450 }	Tls. 35,985	Tls. 25 for 1905	8 1/2 %	Tls. 300 sellers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none }	\$1,066	\$7 for 1905	8 %	\$86 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £814 }	\$856	1/3 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$9,000 }	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	{ none }	Nil	\$1 for 1904	...	\$7 1/2 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 }	Tls. 289	Final of Tls. 5 making Tls. 10 for 1905	12 1/2 %	Tls. 78 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ none Tls. 50,000 }	\$1,219	60 cents for year ended 28.2.06	6 %	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$18,000 \$15,000 \$15,000 \$15,000 }	\$1,481	80 cents for 1905	9 %	\$9 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$35,000 \$10,000 }	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2 %	\$10 1/2 sales
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$100,000 \$100,000 \$186,000 }	\$5,201	\$2 dividend and 50 cents bonus for 1905	8 1/2 %	\$28 1/2 sellers
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$186,000 }	\$30,893	\$2 1/4 for year ending 28.2.06	11 %	\$23 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none }	\$2,568	{ \$1.00 for 10 months ending 28.2.06 65 cents }	8 %	\$15
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$50,000 }	\$2,795	\$15 for year ending 30.11.1904	6 1/2 %	\$235
Hongkong Ice Company, Limited	5,000	125	\$25	{ \$180,000 }	\$3,776	Final of \$15 making \$19 for 1905	8 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$61,000 }	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$9
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$25,000 }	\$85	Final of 50 cents making \$1 for the year	11 %	\$10
Midatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,503 Tls. 27,003 }	Tls. 10,171	{ second interim div. of Tls. 7 1/2 making 1 ls. 15 so far a/c yr. ended 31.10.06 }	10 %	Tls. 225 buyers
Philippine Company, Limited	67,500	\$10	\$10	{ none }	Dr. P. 34,324	None	...	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 165,000 }	Tls. 1,017	{ Tls. 3 1/2 final & Tls. 1 1/2 bonus making Tls. 8 1/2 1905 }	6 1/2 %	Tls. 13 1/2 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 37,000 Tls. 8,000 }	Tls. 9,751	Tls. 6 for 1904	11 %	Tls. 55 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 24,820 Tls. 35,000 }	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905	9 1/2 %	Tls. 145 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 35,000 }	Tls. 1,432	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 72 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ Tls. 192,000 }	Tls. 85,591	Final of 37/6 making 52/6 for 1905/6	...	Tls. 365 sellers
South China Morning Post, Limited	7,200	£20	£20	{ none }	Dr. \$41,934	First year	...	Tls. 280 sellers
Steam Laundry Company, Limited	6,000	\$25	\$25	{ none }	\$1,134	None	...	\$20
Tientsin Waterworks Company, Limited	20,000	\$5	\$5	{ none }	...	50 cents for year ended 31.5.05	8 1/2 %	\$6
United Asbestos Oriental Agency, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000 }	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110
Do. (Founders)	9,900	\$10	\$10	{ \$22,000 }	\$551	{ 80 cents } for year ended 31.5.1905	9 %	\$9
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$25,000 }	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13 sales
William Powell, Limited	15,000	\$10	\$10	{ \$4,500 }	\$676	Interim div. of 50 cts. for the year 1905/6	10 %	\$10 1/2